

BookletChart™

Camden Bay and Approaches

NOAA Chart 16044

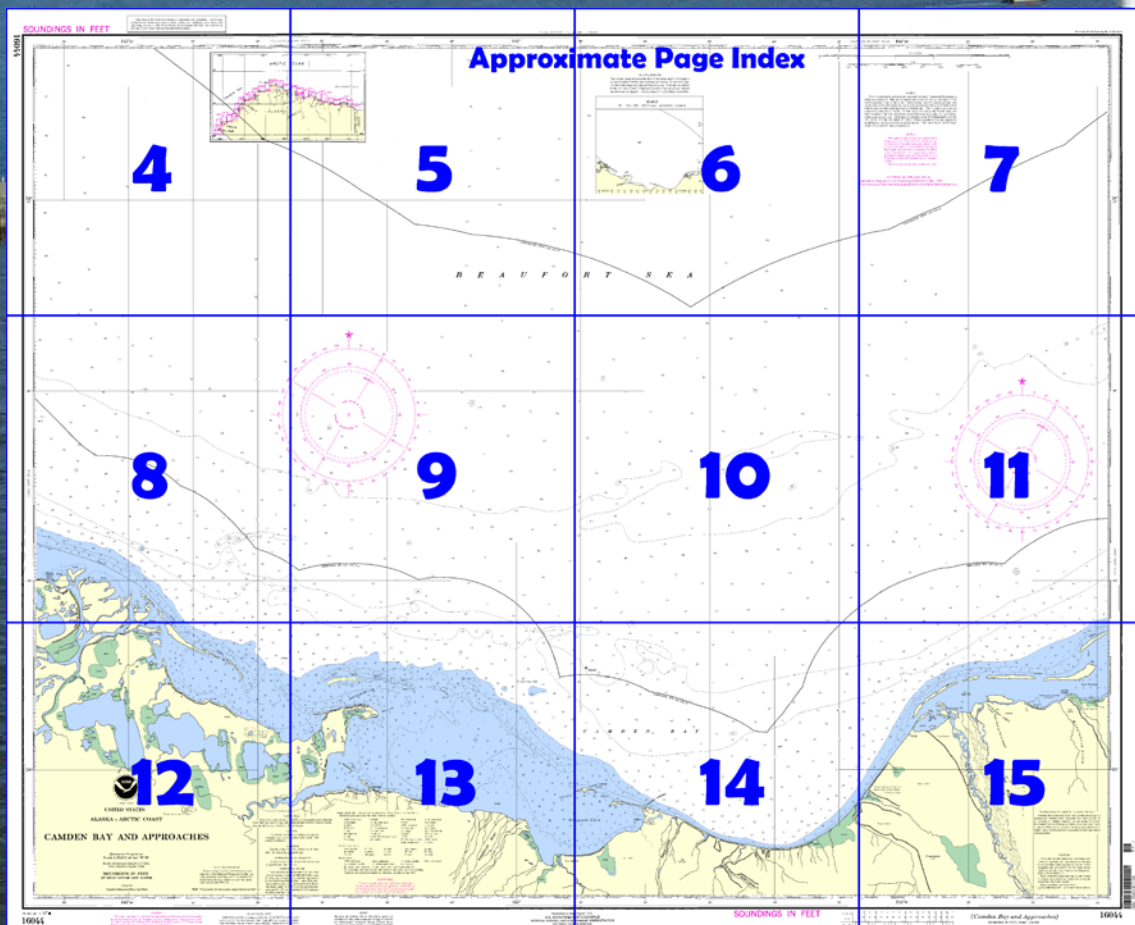


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16044>.



**(Selected Excerpts from Coast Pilot)
Konganevik (Kangigivik) Point** (70°01.5'N., 145°10.5'W.), 16 miles SE of Brownlow Point, projects 2 miles NE from the mainland and is the W limit of **Camden Bay**. About 1 mile N of the point are extensive shoals that are partly awash; between the shoals and the point is a channel with depths of 7 to 17 feet. The lee provided by the shoals might be helpful in some conditions.

Launch anchorage has been reported E of Konganevik Point, but there are large boulders in the area and boulders are seen along the entire shore of the point; natives use this anchorage in preference to Simpson Cove, to the ESE, to avoid the ice that moves

back and forth across Camden Bay with the winds. A better small-craft anchorage is in the lagoon 2 miles S of the point; the lagoon affords ample protection from all winds in depths of 4 feet. Entrance to the lagoon can be made through the break in the barrier bar across the mouth by staying close to the S shore.

Katakuruk (Katakaturak) River empties into the S side of Camden Bay on the W side of **Simpson Cove**, and is 6 miles ESE of Konganevik Point. The cove has excellent holding ground and affords protection from ice and wind for vessels drawing up to 6 feet; approach should be made from NE of **Collinson Point**, the W end of the long narrow sandspit that extends from the mainland on the E side of the entrance. The best water is about 0.3 mile from the point; once past the point, there are depths of 9 to 11 feet in the greater part of the cove. Vessels should anchor as close to the weather shore as their drafts will permit. Simpson Cove was ice free in mid-August 1976.

Anderson Point (70°01.5'N., 144°27.8'W.), 15 miles E of Konganevik Point, is the E limit of Camden Bay. The point is low and flat but behind it is a bluff that ranges in height from 4 to 30 feet and is prominent from W; from E the bluff blends with the hills and is hard to see. W of Anderson Point the bottom slopes to depths of 10 to 12 feet very close to shore; N of the point the slope is gradual to depths of 2 or 3 feet, then sharp to depths of 12 to 30 feet.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

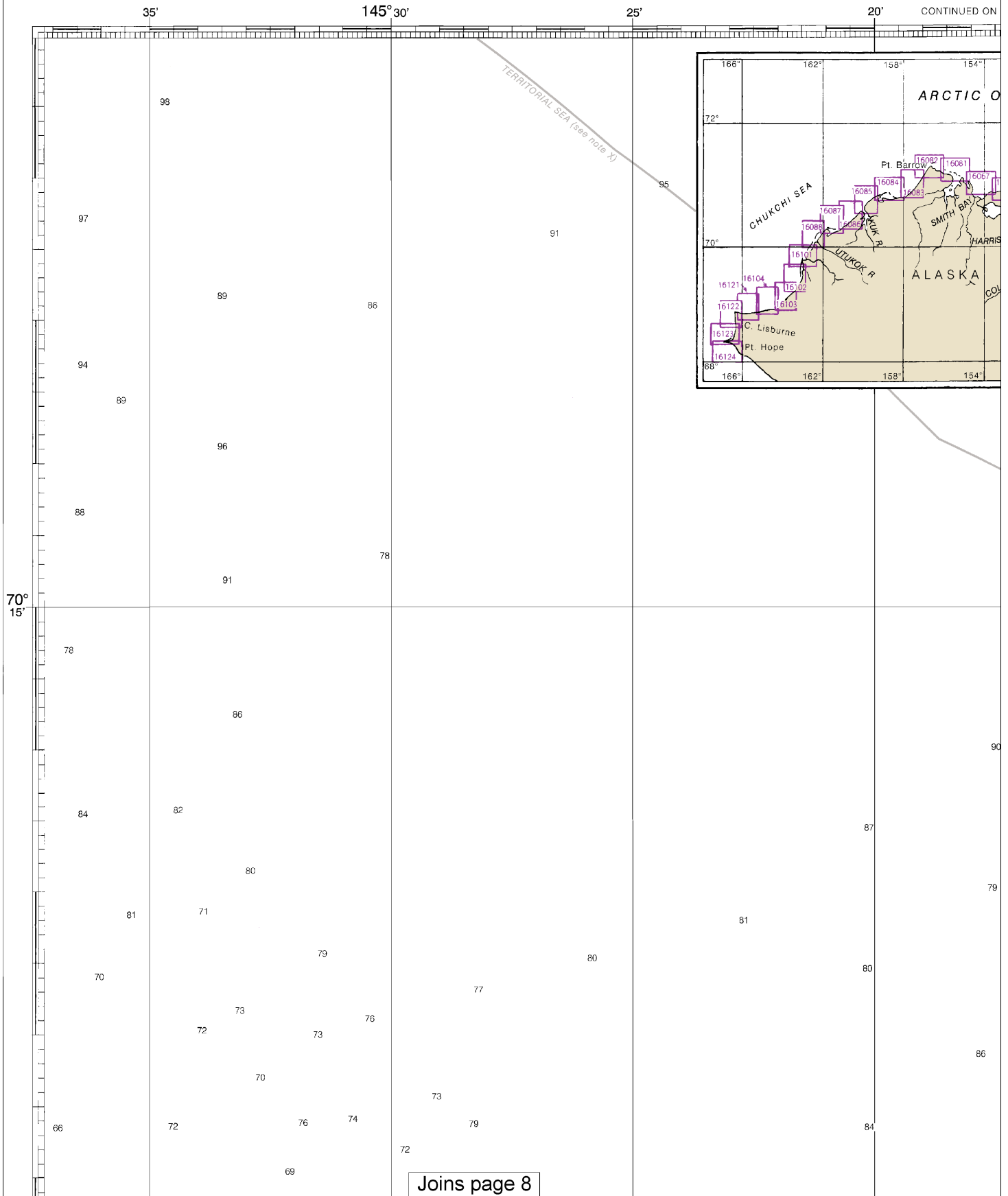
Lateral System As Seen Entering From Seaward

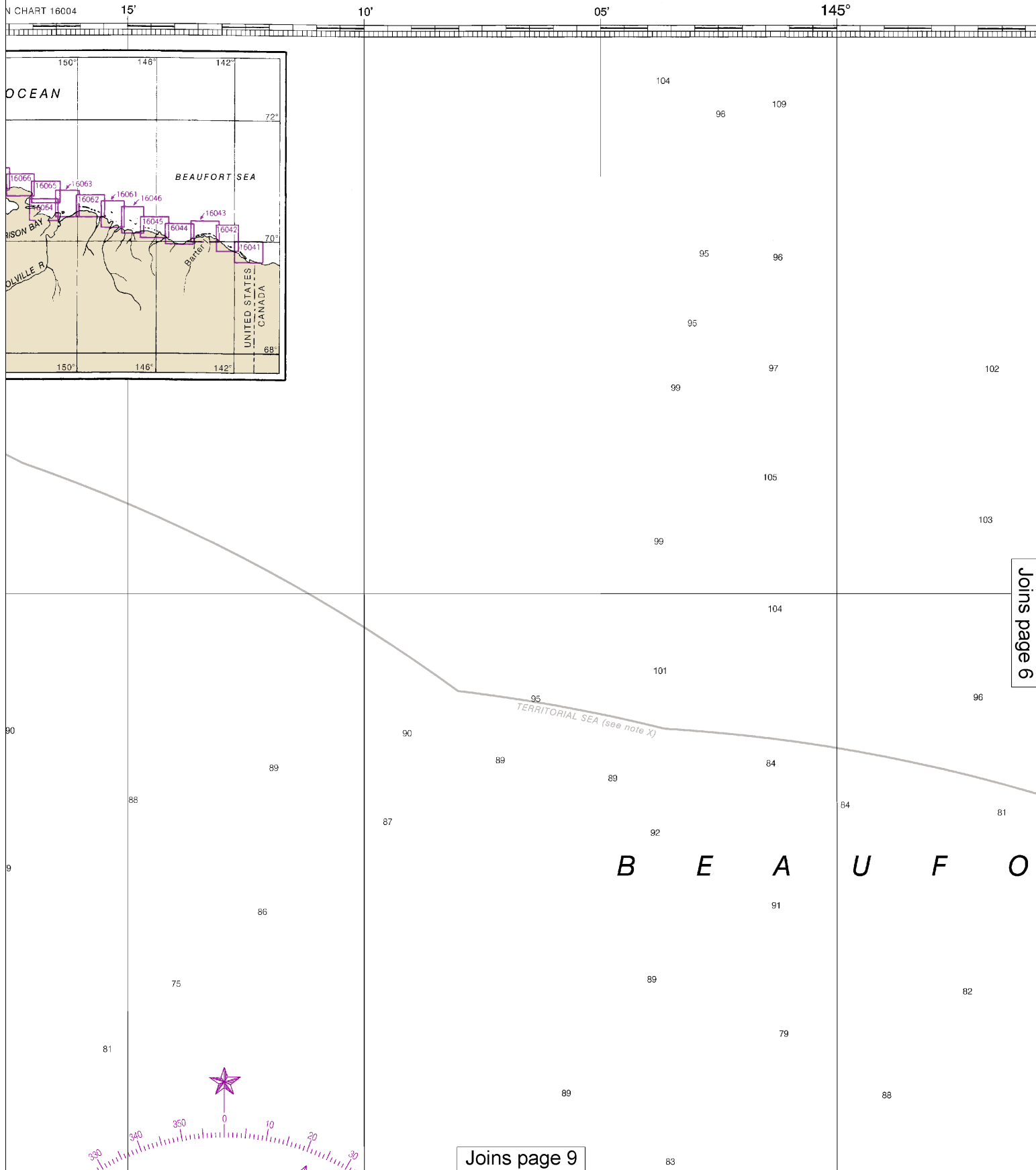
on navigable waters except Western Rivers



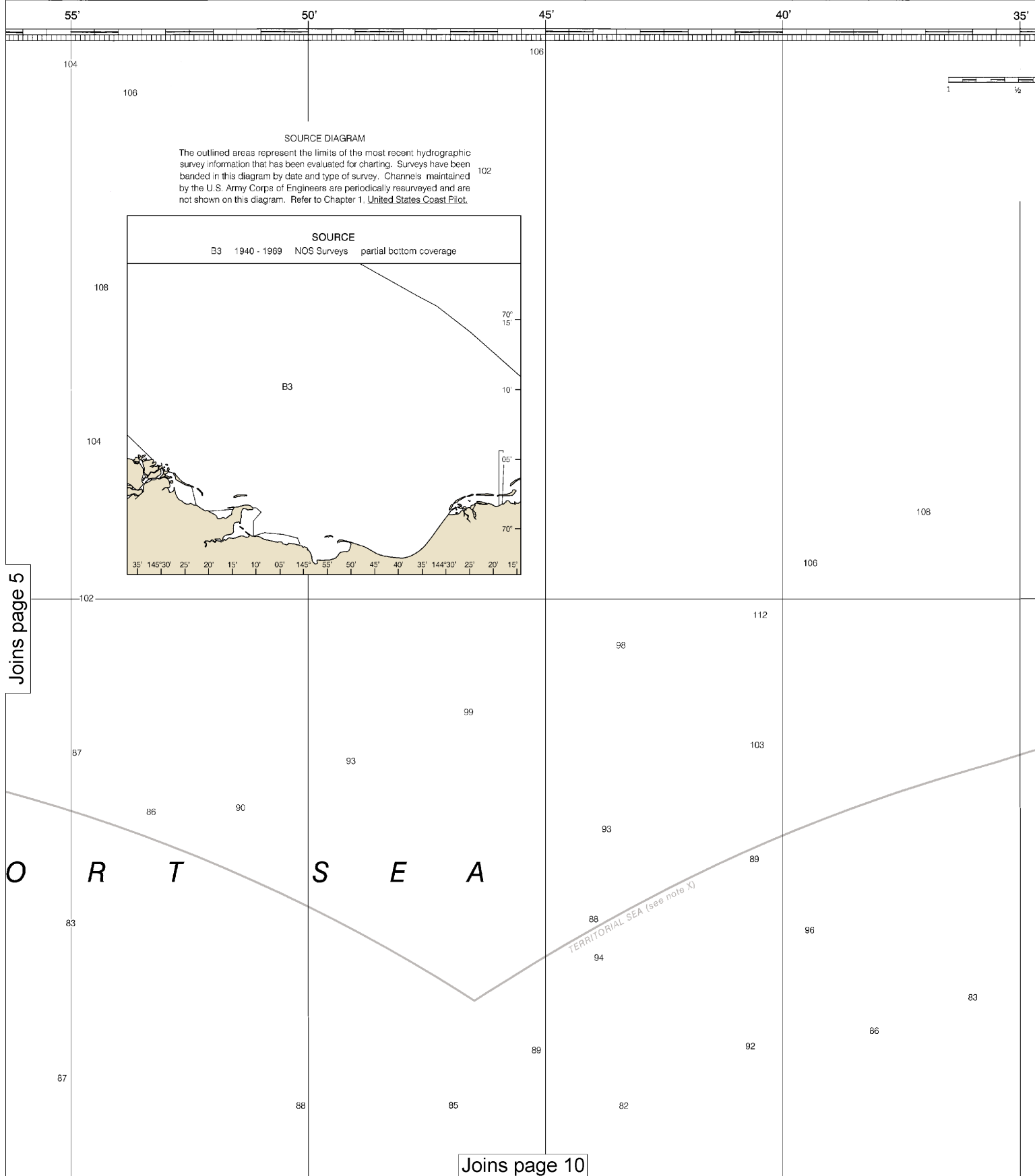
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

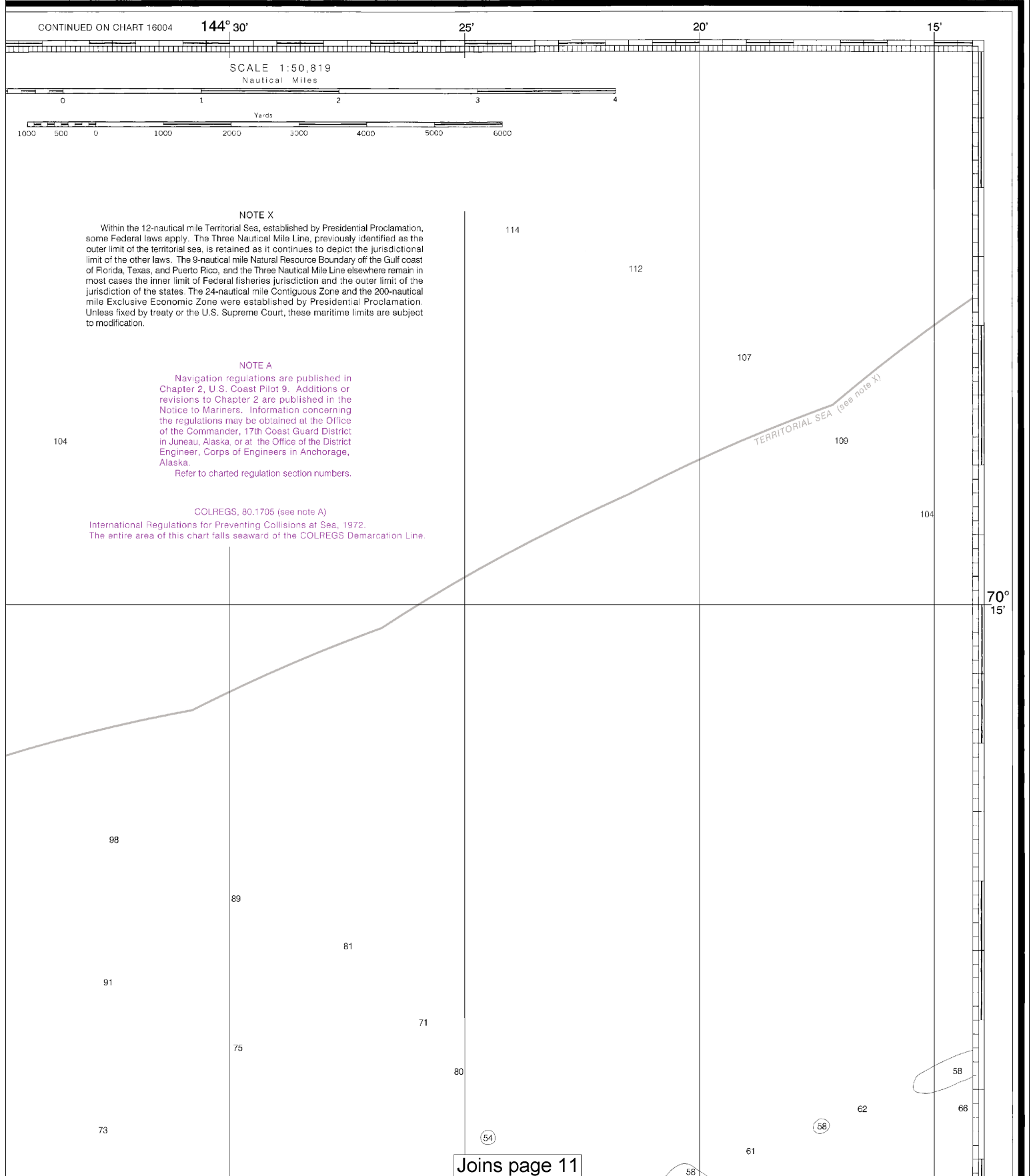
These volumes are available online at <http://www.navcen.uscg.gov>

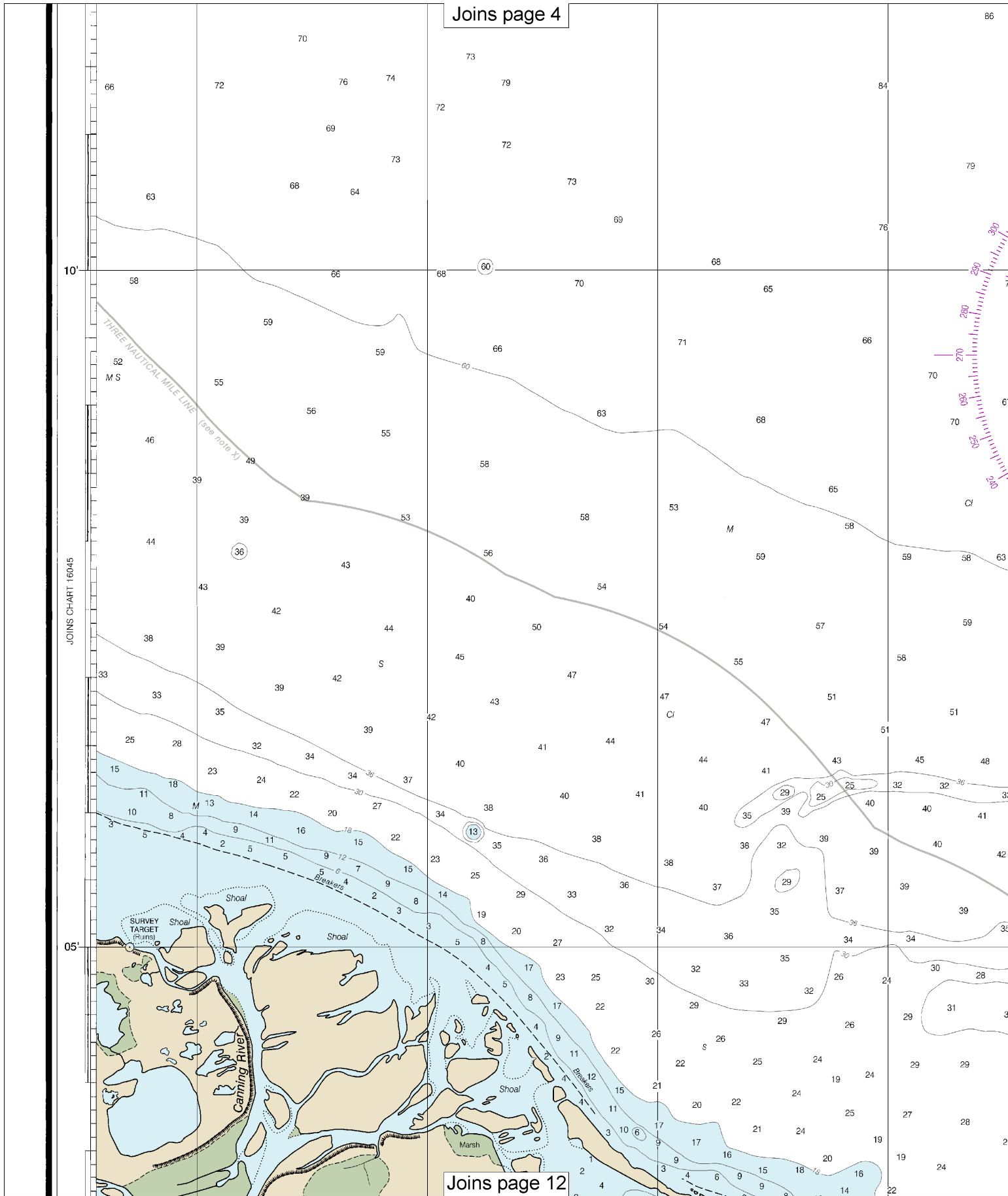




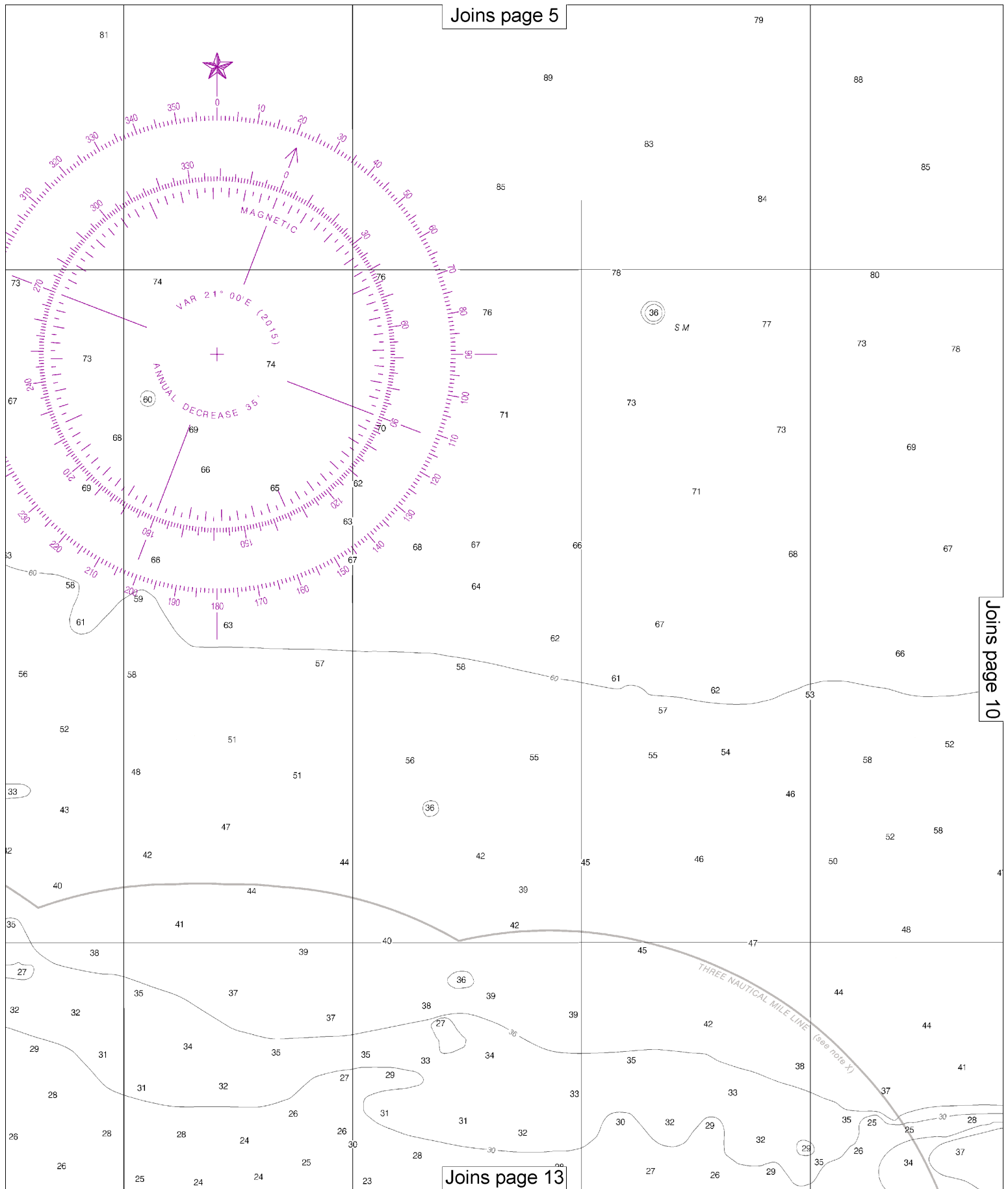
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:67758. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





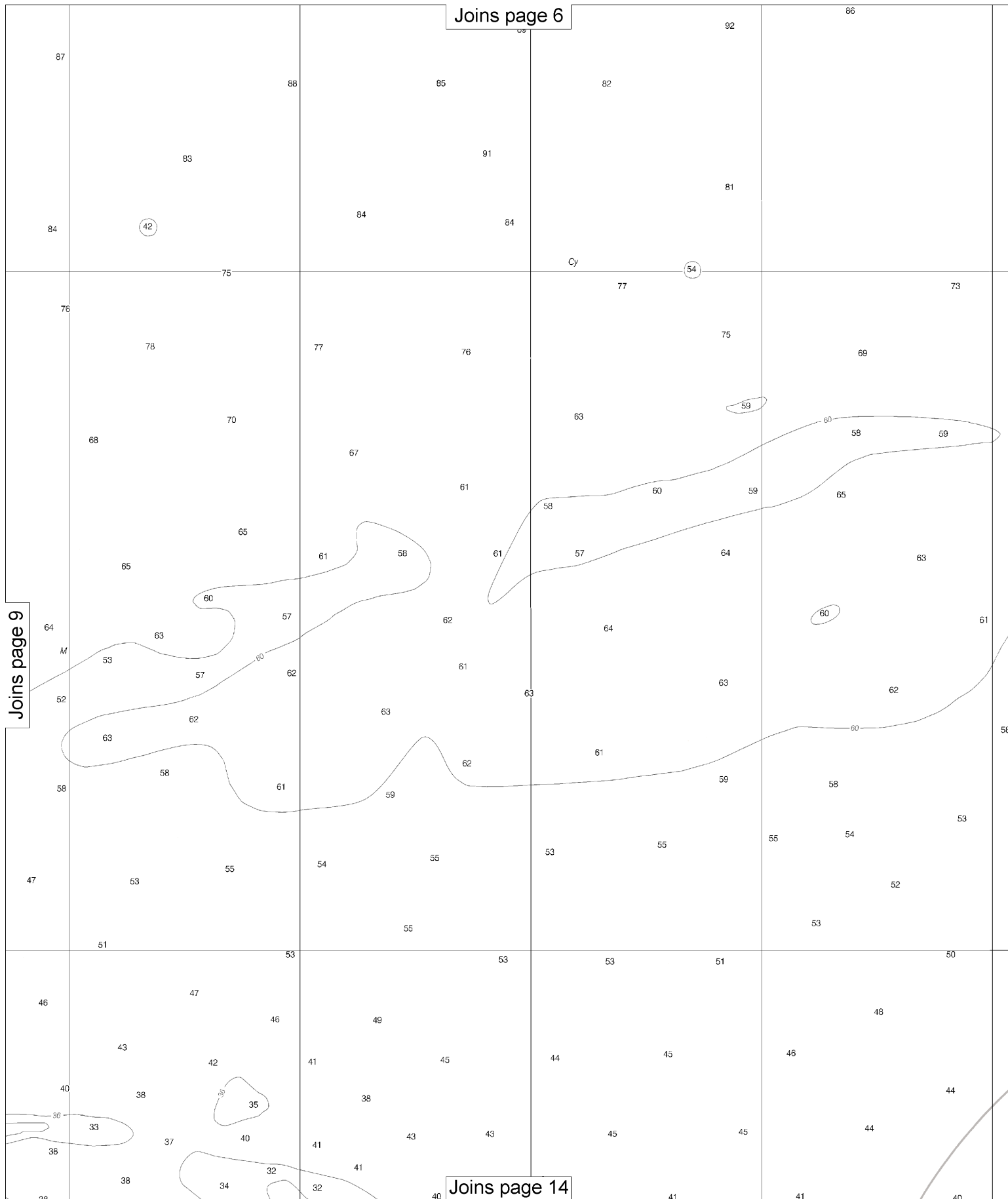


Joins page 5



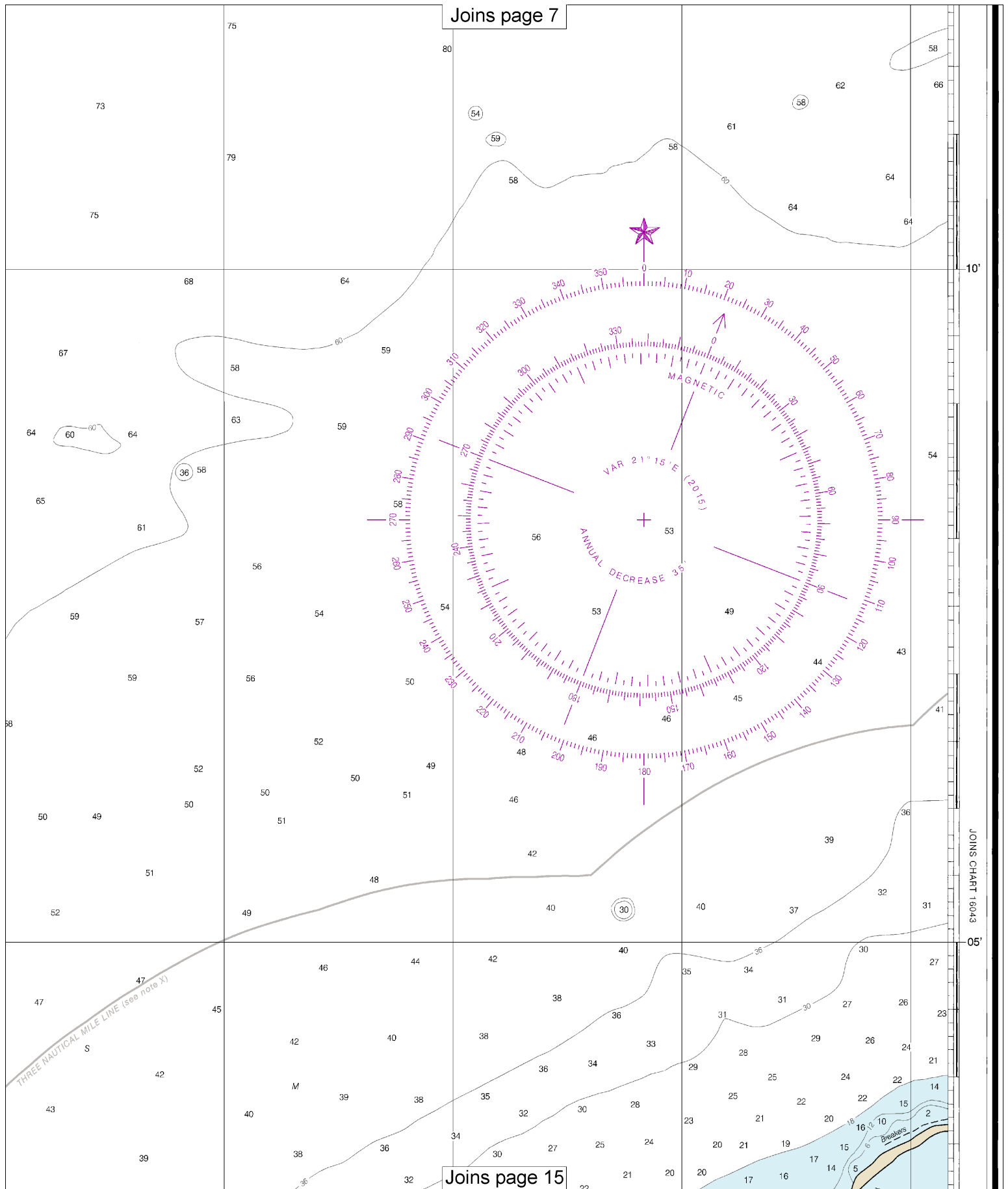
Joins page 10

Joins page 13

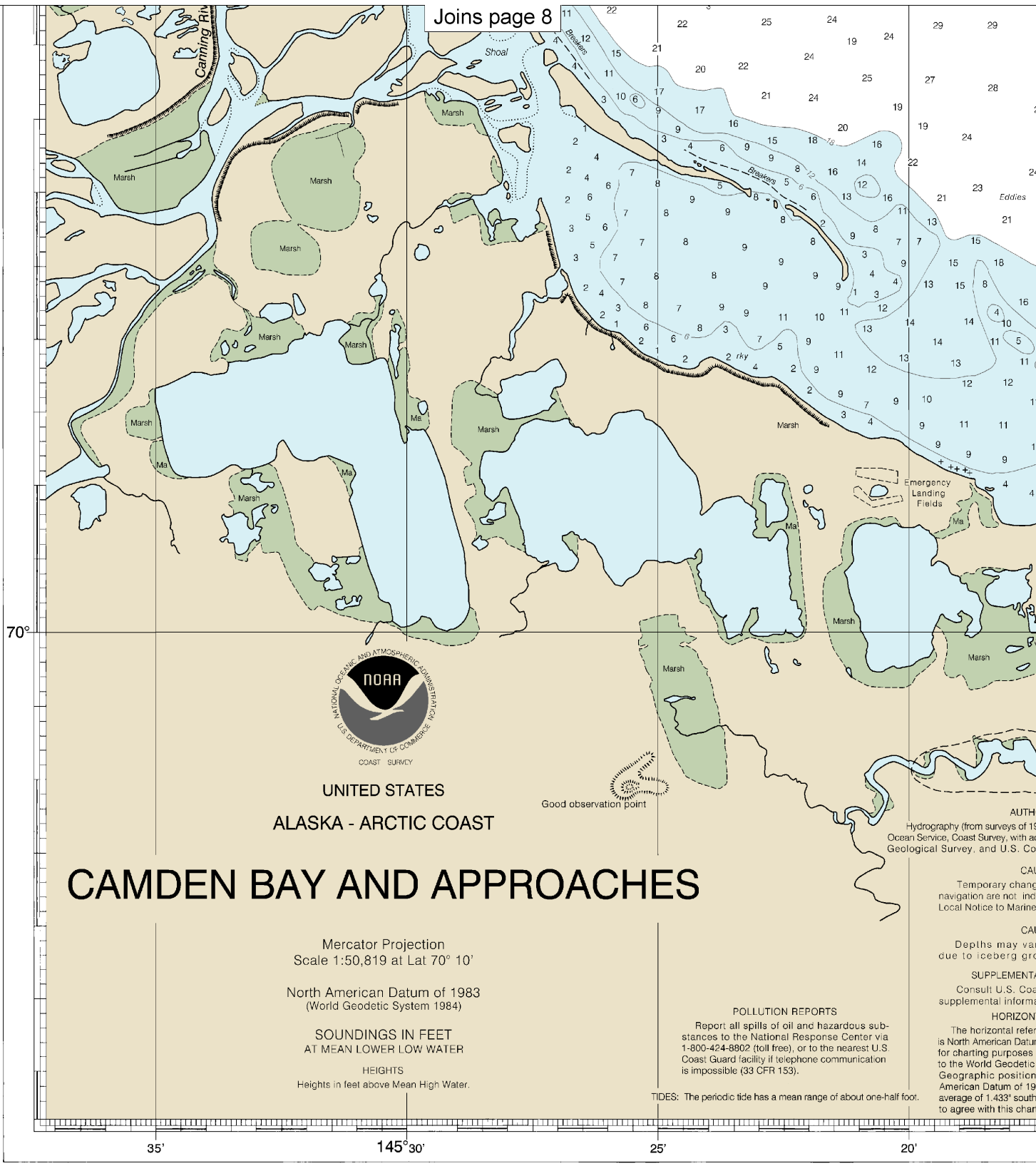


Note: Chart grid
lines are aligned
with true north.

Joins page 7



Joins page 15



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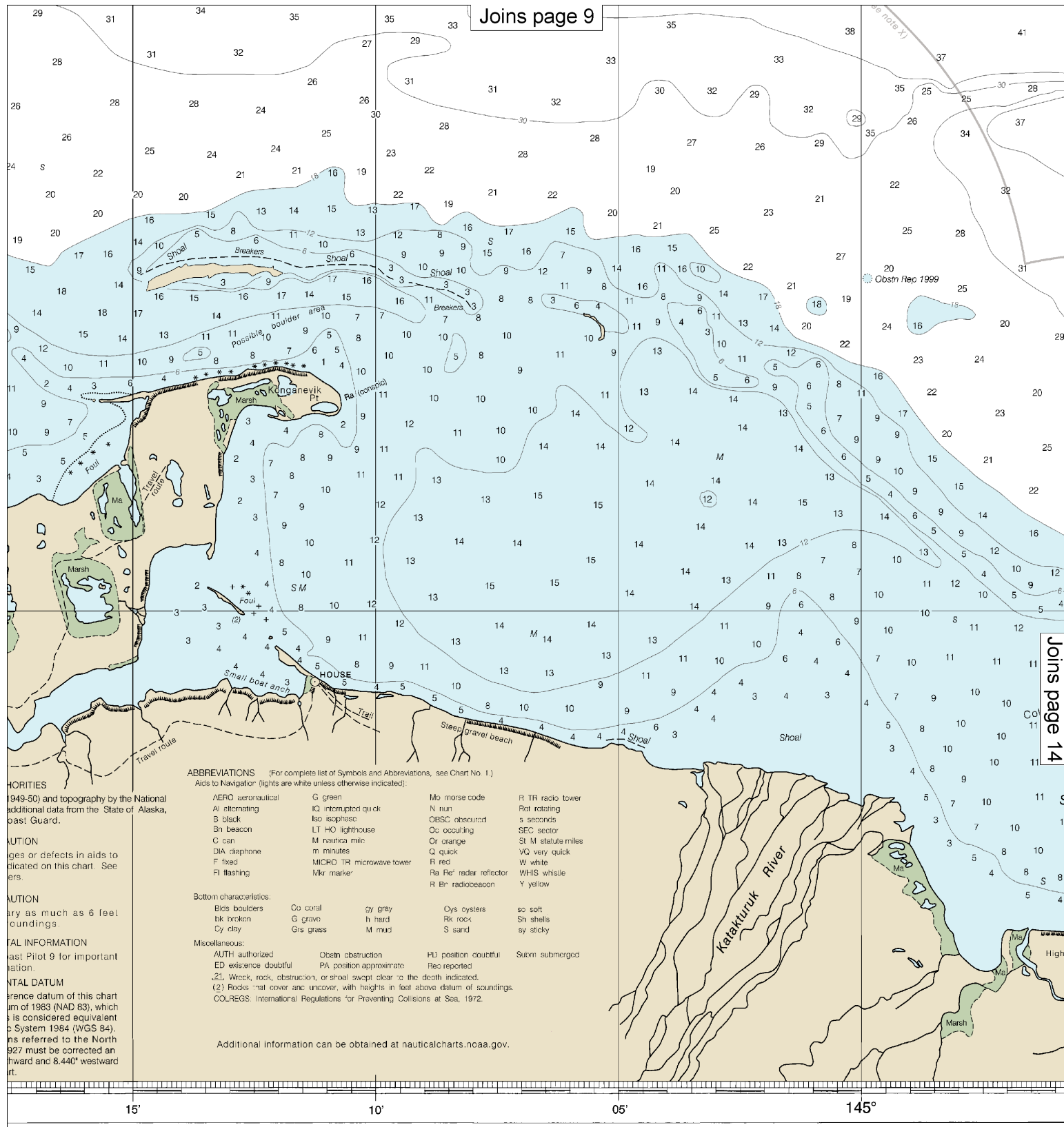
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cor>

8th Ed., Jan. 2015, Last Correction: 1/9/2015, Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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Note: Chart grid lines are aligned with true north.



AUTHORITIES
 (1949-50) and topography by the National
 additional data from the State of Alaska,
 Coast Guard.

CAUTION
 ages or defects in aids to
 indicated on this chart. See
 lists.

CAUTION
 vary as much as 6 feet
 soundings.

ADDITIONAL INFORMATION
 East Pilot 9 for important
 information.

VERTICAL DATUM
 reference datum of this chart
 is of 1983 (NAD 83), which
 is considered equivalent
 to the System 1984 (WGS 84).
 Sounding referred to the North
 1927 must be corrected an
 upward and 8.440' westward
 if it.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	S seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Re' radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	Gy gray	Oys oysters
bk broken	G grave	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

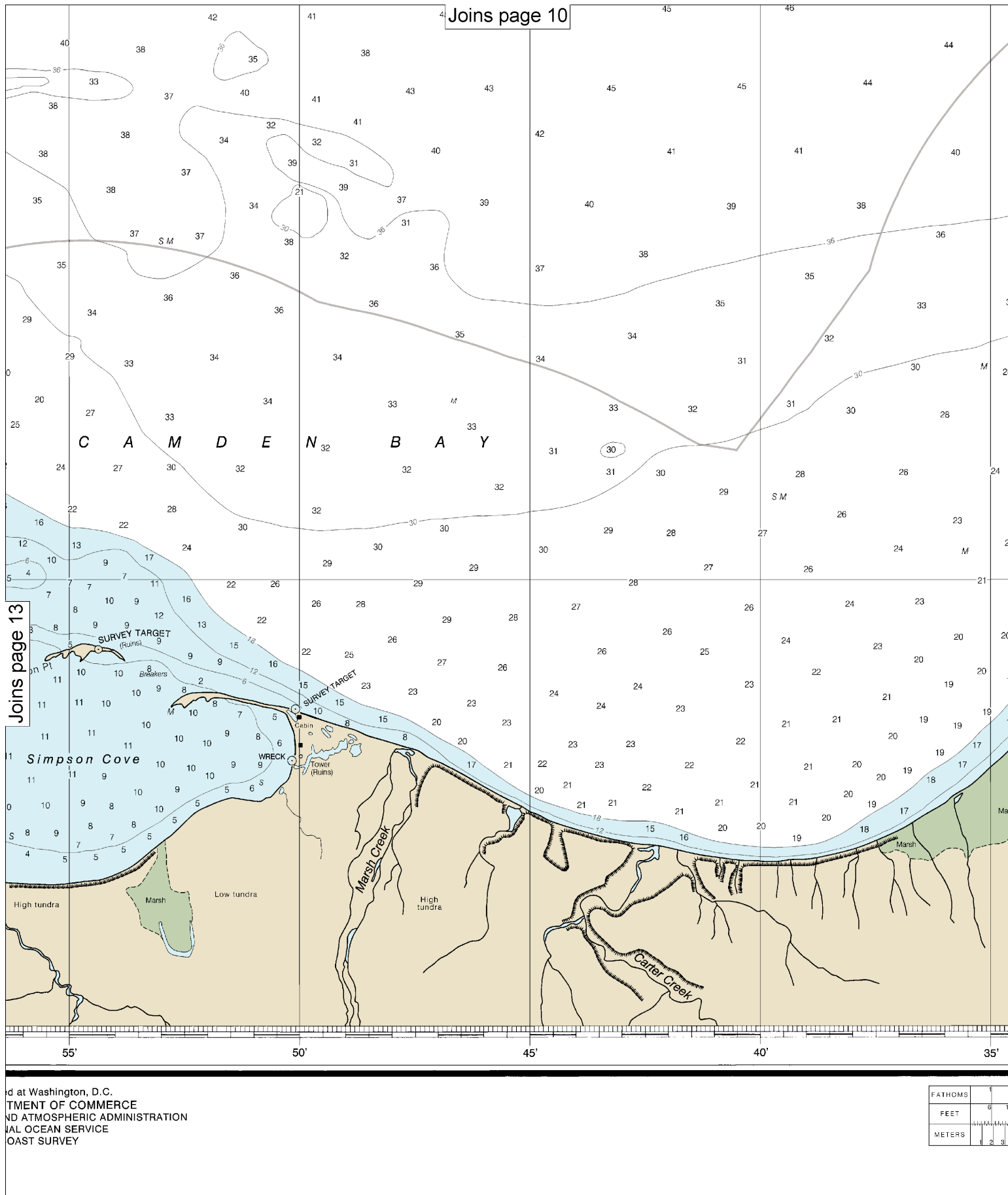
Additional information can be obtained at nauticalcharts.noaa.gov.

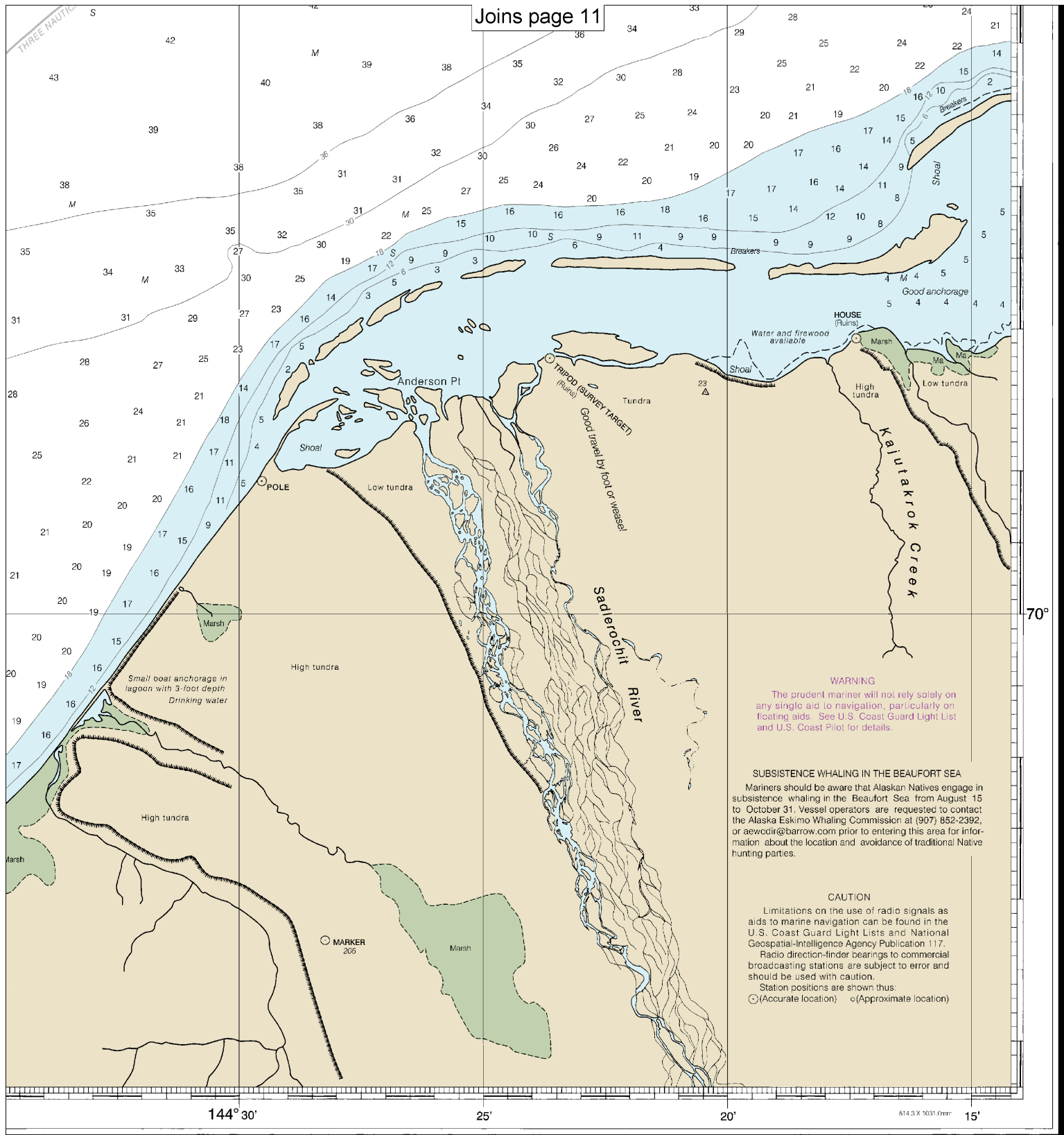
For more information or comments
 contact him.

CAUTION
 Mariners are advised that in the shallow waters of Beaufort Sea,
 water levels are strongly influenced by meteorological conditions. Strong
 offshore winds can produce water depths up to 0.8 meters (2.6 feet)
 less than those shown on this chart.

SOUNDINGS IN FEET

Published at V
 U.S. DEPARTMENT
 NATIONAL OCEANIC AND AT
 NATIONAL O
 COAST





WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUBSISTENCE WHALING IN THE BEAUFORT SEA
Mariners should be aware that Alaskan Natives engage in subsistence whaling in the Beaufort Sea from August 15 to October 31. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at (907) 852-2392, or aewcdir@barrow.com prior to entering this area for information about the location and avoidance of traditional Native hunting parties.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

Camden Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:50,819

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

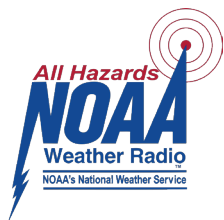
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.